

Application for Large Tract Review

300-320 Riggs Road, NE
(Square 3748, Lot 52)



February 2012

**LARGE TRACT REVIEW
BY THE
D.C. OFFICE OF PLANNING**

APPLICATION OF FORT TOTTEN NORTH, LLC (“Developer”)

STATEMENT IN SUPPORT OF LARGE TRACT REVIEW APPROVAL

This Statement and the attachments hereto constitute the Large Tract Review application for construction (the “**Project**”) at the property located at 300-320 Riggs Road, NE (Lot 52, Square 3748) (the “**Property**”). The Property is located in the Fort Totten area of the District and is generally bounded by Riggs Road NE, Chillum Place, NE, and 3rd Street, NE.

Since the proposed mixed-use development will contain more than 50,000 square feet of commercial gross floor area and more than three (3) acres, as shown on the plans attached as Exhibit A (the “**Plans**”), Large Tract Review (“**LTR**”) is required under 10 DCMR § 2301.3.

Consistent with Section 2301.3, this application complies with all of the LTR application requirements by inclusion of the following information:

- A completed certification form, in accordance with Section 2301.3(a), is attached as Exhibit B;
- The name, address and signature of all owners, and address of property included in the area to be developed. If there is an agent, the applicant shall provide written authorization and the extent of the agent’s authority. In accordance with Section 2301.3(b), this information is included on Exhibits B and C.
- A map showing location of the proposed project and the existing zoning of the site, in accordance with Section 2301.3(c), is attached as Exhibit D.
- A statement indicating the contribution of the project toward implementing city and community goals and policies. In accordance with Section 2301.3(d), this information is discussed in Section III(c) below.
- A statement indicating the relationship of the proposed development to the objectives of the District Elements of the Comprehensive Plan for the National Capital. In accordance with Section 2301.3(e), this information is discussed in Sections III(a) and (b) below.

- A general site and development plan, indicating the proposed use, location, dimensions, number of stories and height of building, in accordance with Section 2301.3(f), is included in the attached Exhibit A.
- A general circulation plan, including the location of vehicular and pedestrian access ways, other public space and the location and number of all off-street parking and loading spaces, loading berths and service delivery spaces, in accordance with Section 2301.3(g), is included in the attached Exhibit A.
- A typical floor plan, in accordance with Section 2301.3(h), is included in the attached Exhibit A.
- A general statement of the approximate schedule of building construction. In accordance with Section 2301.3(i), this information is discussed in Section II below.
- Vehicular trip generation, trip assignment and before and after capacity analysis and level of service at critical intersections, in accordance with Section 2301.3(j), is included in the attached Exhibit E.

I. Description of the Property and Surrounding Neighborhood

The Property, consisting of approximately 4.62 acres or 201,274 square feet of land area, is currently owned by Fort Totten North, LLC. The site is currently vacant. It was previously improved with three one-story structures that had a variety of retail and service uses resembling a suburban strip mall, that were recently demolished. The remainder of the Property was a patchwork of parking lots and vehicular access ways between the previously existing buildings.

The Property is located at the intersection of South Dakota Avenue and Riggs Road, NE, a prominent intersection in Ward Four. The site is generally bounded by 3rd Street, NE to the west and south; Chillum Place, NE to the north; and Riggs Road, NE to the east. The Property is within walking distance to the Fort Totten Metrorail station.

The surrounding neighborhood generally is characterized by a variety of uses, including various commercial properties of small scale and residential uses including duplexes and multi-family housing. To the north, the Property is abutted by residential duplexes; to the west, the Property is abutted by residences, multi-story housing and low scale commercial uses; to the

south, the Property is abutted by commercial uses similar to those formerly on the Property and industrial uses abutting the train tracks; to the east, the Property is abutted by a vacant parcel, and, further to the east, by multi-story residential housing and more low-scale commercial buildings. The District Department of Transportation (DDOT) has spent a great deal of time and money to reconfigure the abutting street network and intersection.

II. Description of the Project

Developer plans to develop the Property for an exciting, transit-oriented residential and retail purpose. The Plans for the project are attached as Exhibit A.

The entire project will include approximately 350 apartment units and approximately 130,000 square feet of retail space. The retail will be comprised of multiple neighborhood-serving retail stores, located at each corner of the Property along Riggs Road, and an urban-format Walmart with a grocery component as the anchor tenant. The site will include approximately 775 parking spaces¹ and ample bicycle parking racks for the use of the residents of the apartments and the customers and employees of the retail portion of the Project. As the plans demonstrate, the Property will be constructed with a four (4) story apartment building over a one (1) story retail level. The Project will be four (4) stories from 3rd Street, NE and five (5) stories from Riggs Road, NE. The residential component will have two “bars” running parallel to Chillum Place connecting the portions of the structure fronting on 3rd Street and Riggs Road, NE. Two courtyards will be created by the residential structure and located within the residential component and on top of the retail component. The site will be accessed by four (4) separate driveways – one (1) main entrance for the retail on Riggs Road, NE, one (1) secondary retail

¹ It is possible that such figure will be modified as the Project is further refined.

entrance on 3rd Street, NE, one (1) entrance for the residents on 3rd Street, NE, and one (1) entrance for the residents on Chillum Place, NE.

All loading activity will also be located on the interior of the Property to minimize noise, disturbance, or other adverse effects. The residential loading facilities will be located on the west of the Property and will be accessed from 3rd Street, NE. The four (4) primary commercial loading berths will be located, internally, at the northwest corner of the Property more than twenty (20) feet below the adjacent 3rd Street and Chillum Place, NE, elevations, but will be accessed separately from Riggs Road, NE. The commercial loading space will be located behind the retail on Riggs Road, NE.

The Property is located in the C-2-A Zone District, as shown on Exhibit D. The Project will consist of one record lot and will be matter-of-right, other than the variance relief previously approved by the Board of Zoning Adjustment from the residential loading berth size requirement of §2201.1 of the Zoning Regulations under BZA Order Nos. 17600, 17600-A, and 17600-B. As shown on the Zoning Tabulation Chart included as Exhibit F and the Plans, the proposed project fully satisfies all other applicable Zoning Regulations for the C-2-A Zone District. The modified plan for the Property was approved by the District of Columbia Zoning Administrator as shown by the determination letter dated October 10, 2011, attached hereto as Exhibit G (with further attachment).

The proposed building will be approximately 50 feet in height under the Zoning Regulations. The proposed building will have an FAR of approximately 2.31 (comprised of 1.9 FAR of residential space and 0.4 FAR of commercial space). The Developer aims to create an active streetscape on Riggs Road, NE with retail use along such frontage.

The Project is intended to complement and enhance the appearance and character of the neighborhood – which is comprised of an eclectic mix of uses and designs. The Project will revitalize a formerly dilapidated strip center with surface parking into a vibrant and convenient mixed-use project with the majority of parking and loading located below-grade. With one cohesive approach, the Project’s highly-articulated façade and detailed design will energize the neighborhood and signal a new vitality at the Property. By focusing on the design and replacing a largely under-utilized lot, the Project will displace the sense of disinvestment that the Property currently creates. The Project will be a key investment at a prominent corner location which will stimulate and compliment other investment in the neighborhood.

The Developer will construct the Project in one phase and it anticipates breaking ground on the project in the third quarter of 2012 and completing construction 24 to 30 months thereafter.

III. Relationship of Project to Comprehensive Plan²

a. Future Land Use Map and Zoning

The Comprehensive Plan’s Future Land Use Map places the Property and the immediate area of the Project in the Moderate Density Commercial land use category, as shown on Exhibit H. Shopping and service areas that are somewhat more intense in scale and character than low-density commercial areas are the predominant uses in this land use category. Buildings in this land use category are larger and/or taller than those in low density commercial areas, but generally do not exceed five (5) stories. Areas with this land use designation range from small business districts that draw primarily from the surrounding neighborhoods to larger business district uses that draw from a broader market area. The Project has been designed in accordance

² As required by 10 DCMR § 2301.3(e).

with the Future Land Use Map and pursuant to the development parameters for this Zone District.

The areas surrounding the Property include Moderate Density Commercial (to the east), Low Density Residential (to the north and west), and Production and Technical Employment (to the south).

The Property is also designated as a Neighborhood Commercial Center on the Comprehensive Plan Generalized Policy Map, as shown on Exhibit H. These centers are intended to meet the day-to-day needs of residents and workers in the adjacent neighborhoods. The Project will achieve this objective by offering both retail and residential options that are not currently available in this community.

b. Satisfaction of Citywide Elements of the Comprehensive Plan

The Project will directly promote all of the citywide elements of the Comprehensive Plan as described below.

1. Land Use Element

The Project is in accordance with numerous elements of the Land Use Element of the Comprehensive Plan.

By filling a currently vacant site with new retail and residential uses, the Project is consistent with Policy LU-1.2.2 (Mix of Uses on Large Sites) since it ensures that the mix of new uses on the Property “is compatible with adjacent uses and provides benefits to surrounding neighborhoods and the city as a whole”. By creating significant retail offerings on the Property, the Project will provide beneficial use to the neighborhood and City as a whole. Further, the surrounding neighborhood is largely devoid of shopping opportunities, particularly grocery stores, so the Project will address such need.

The Project also complies with the principles put forth in the Land Use Element regarding land management around Metro stations which include “a preference for mixed residential and commercial uses rather than single purpose uses, particularly a preference for housing above ground floor retail uses” and “A priority on attractive, pedestrian-friendly design and a de-emphasis on auto-oriented uses and surface parking”. The Project achieves both of these principles by placing residential uses above ground floor retail uses and emphasizing the pedestrian experience along the rejuvenated Riggs Road frontage. Additionally, all parking is provided either below grade or in a structured parking garage.

i. Section LU-1.3: Transit-Oriented and Corridor Development

The addition of a significant amount of new retail space – in addition to a sizable residential component – on currently-vacant land within one-half of a mile of a Metrorail station entrance promotes the District’s goal of transit-oriented development by capitalizing on and making better use of the investments made in the Metrorail system. In particular, it is consistent with the goal articulated in Policy LU-1.3.1 which states that the District is to:

Encourage the development of Metro stations as anchors for economic and civic development in locations that currently lack adequate neighborhood shopping opportunities and employment. The establishment and growth of mixed use centers at Metrorail stations should be supported as a way to reduce automobile congestion, improve air quality, increase jobs, provide a range of retail goods and services, reduce reliance on the automobile, enhance neighborhood stability, create a stronger sense of place, provide civic gathering places, and capitalize on the development and public transportation opportunities which the stations provide.

Further, the Project is consistent with Policy LU-1.3.2 of “[c]oncentrat[ing] redevelopment efforts around those Metrorail station[s]...with weak market demand, or with large amounts of vacant or poorly-utilized land in the vicinity of the station entrance.” The Fort Totten Metrorail Station, with its relatively low utilization, is one such station. As mentioned

above, the area around the Fort Totten Metrorail Station has been long underserved by retail offerings. The Project takes an important step to address such glaring needs of the community.

The Project will also be a well-designed undertaking that will implement Policy LU-1.3.4 (Design to Encourage Transit Use). By increasing the walkability of the neighborhood and upgrading the pedestrian experience along Riggs Road, NE, the Project will better connect the surrounding neighborhood to the north to the Metrorail Station to the south. A secondary residential lobby located at the corner closest to the Metro Station will also encourage residents to use public transportation. Such Policy also mentions the discouragement of “suburban building forms, such as shopping centers surrounded by surface parking lots”. It should be noted that the Project is replacing the previous use of a strip mall surrounded by surface parking lots, precisely in accordance with this Policy.

Further, Section LU-1.3.5 is also achieved as the Project has been designed to respect the character and integrity of the adjacent neighborhood. The Project is thoughtfully designed to integrate into the surrounding neighborhood. It will utilize the topography to blend into the slope of the land and not overpower the adjacent single family homes. The Developer also took special care to achieve Policy LU-1.3.6 (Parking Near Metro Stations) since it has creatively deemphasized the parking lots and accentuated the pedestrian streetscape at the Property, including setting the parking under the retail (and behind it on the north corner of the Project) and partially placing it into the lot’s slope.

ii. Section LU-1.4: Neighborhood Infill Development

The Project’s development of a vacant lot conforms with the goal of “[e]ncourag[ing] infill development on vacant land within the city, particularly in areas where there are vacant lots that create ‘gaps’ in the urban fabric and detract from the character of a commercial or residential

street” while remaining “compatible in scale with its surroundings.” It will bring a vibrant use to a large vacant parcel in the Fort Totten neighborhood – in a part of the District long overlooked for such investments. Currently, the Property is a gap in the urban fabric that detracts from the character of the surrounding area. The Project will both improve the physical character of the site and help make the neighborhood safer and more attractive, in conformance with Policy LU-1.4.1. As mentioned above, the Project is creatively designed to integrate with the scale of the surrounding neighborhoods.

iii. Section LU-2.4: Developing Nodes

The Project aims to be a pedestrian-friendly “node” of commercial development at a key location along the South Dakota Avenue, NE corridor, in compliance with Policy LU-2.4.5. It will deliver an active streetscape and use mix that will jumpstart civic life in a new way for this neighborhood. As discussed, the design of the Project – to be appropriate and compatible with the surrounding area – is in compliance with Policy LU-2.4.6.

2. Transportation Element

The Project is in accordance with numerous elements of the Transportation Element of the Comprehensive Plan.

First, the Project is a good example of transit-oriented development, in accordance with Policy T-1.1.4 (Transit-Oriented Development) since it makes a significant investment in pedestrian-oriented transportation improvements near a Metro station. Further, the Project achieves Policy T-1.2.3 (Discouraging Auto-Oriented Uses) by situating retail in a manner that is easily accessible by pedestrians from an activated streetscape near a Metro station. This compares favorably to the Property’s previous configuration of inefficient commercial buildings surrounded by a sea of surface parking lots. Additionally, a residential lobby oriented toward the

Metrorail Station encourages renters to use public transportation. As a result of the efficient site design, the Developer has minimized curb cuts and multiple vehicle access points that would interrupt the sidewalk and reduce pedestrian safety, in accordance with Policy T-1.2.3, yet has maximized access to the site for residents, visitors, customers, employees, and suppliers. By improving the pedestrian experience, the Project is in accordance with Policy T-2.4.1 (Pedestrian Network); and by improving the safety and security for the pedestrian, the Project is in accordance with Policy T-2.4.2 (Pedestrian Safety).

3. Housing Element

The Project is in accordance with numerous elements of the Housing Element of the Comprehensive Plan.

Clearly, the Project is in accordance with the overarching goal of Section H-1.1 of expanding the District's housing supply. In Section H-1.1, the Comprehensive Plan states that the Housing Element's goal is:

the production of housing is essential to the future of our neighborhoods. It is also a key to improving the city's fiscal health. The District will work to facilitate housing construction and rehabilitation through its planning, building, and housing programs, recognizing and responding to the needs of all segments of the community.

Policy H-1.1.1 (Private Sector Support) enacts such goal as it states that the District should “[e]ncourage the private sector to provide new housing to meet the needs of present and future District residents at locations consistent with District land use policies and objectives.” The Project achieves that Policy, in combination with Policy H-1.1.3 (Balanced Growth) which encourages “the development of new housing on ... underutilized land in all parts of the city... including [addressing] the need for higher density housing” since the Property is currently vacant (and was previously an inefficient strip shopping mall surrounded by a sea of parking lots) and will be comprised of higher density housing.

The Project also achieves Policy H-1.1.4 (Mixed Use Development) which stipulates that the District should “[p]romote mixed use development, including housing, on commercially zoned land, particularly in neighborhood commercial centers and around appropriate Metrorail stations.” It is unique for the surrounding community that the Project will include both the significant residential component described herein and a highly sought-after retail component for this underutilized site.

4. Environmental Element

The Project is in accordance with numerous elements of the Environmental Element of the Comprehensive Plan. Specifically, the Project is in accordance with Policy E-1.1.3 (Landscaping), which requires that landscaping is used “to beautify the city, enhance streets and public spaces, reduce stormwater runoff, and create a stronger sense of character and identity”. The Project will surround the Property with a layer of landscaping which will both beautify the streetscape and help to reduce stormwater runoff. Further, the Project will provide a great deal of new housing and retail space near a Metro stop without removing any environmentally sensitive areas or open space.

While the Project will not have a green roof, the Project will include two significantly sized courtyards and is predominantly surrounded by green space consistent with Policy E-3.1.2 (Using Landscaping and Green Roofs to Reduce Runoff), which requires the promotion of “tree planting and landscaping to reduce stormwater runoff...” By stacking its parking, the Project also reduces the extent of the paved impervious area that would otherwise contribute to the runoff problems in the Washington area. As discussed below, the Project will install modern stormwater management systems, including stormwater retention facilities.

In addition, the Project will also comply with the District’s Green Building Act.

5. Economic Development Element

The Project is in accordance with numerous elements of the Economic Development Element of the Comprehensive Plan.

Currently, the site is vacant (and was previously comprised of underutilized and low-slung buildings surrounded by a sea of inefficient parking lots). The proposed development will contribute favorably to the quantity and quality of employment opportunities in the District by adding a significant number of new jobs – both permanent jobs and construction-related jobs – on a currently unutilized property. Further, the expected retail gross sales will generate significant tax revenues on an annual basis. In all, the retail will transform a site that is not currently harvesting revenues for the District into a project that generates significant new revenues for the District and provides numerous employment opportunities for area residents. Furthermore, the addition of new commercial space will help meet the current demand for retail offerings. As mentioned above, the retail will include an urban-format Walmart at the heart of the site, but also multiple neighborhood-serving retailers – at the corner of Riggs and 3rd Street and Riggs and Chillum. The proposed commercial use is permitted as a matter of right in the C-2-A District.

The Project will be in accordance with Policies ED-2.2.1 (Expanding the Retail Sector) and ED-2.2.7 (Planning for Retail) since it will deliver a greater amount of improved retail options and allow the District to more “fully capitalize on the spending power of residents, workers and visitors, and that will meet the retail needs of underserved areas.” Further, the Project will achieve Policy ED-2.2.3 (Neighborhood Shopping) by “creat[ing] additional shopping opportunities in one of Washington’s neighborhood commercial districts to better meet the demand for basic goods and services” on an underutilized site. The delivery of a significant

retail component, including a grocery store, is in accordance with Policy ED-2.2.6 (Grocery Stores and Supermarkets). There is not currently a grocery store in the vicinity of the Project. In fact, there is very little retail in the Property's environs. The surrounding area is not only a "food desert" but it is a retail desert. Therefore, the Project is also in compliance with Policy ED-3.1.1 (Neighborhood Commercial Vitality) since it will "[p]romote the vitality and diversity of Washington's neighborhood commercial areas by ... attracting new businesses and improv[e] the mix of goods and services available to residents."

The Project will allow for retail sales that are otherwise being lost to surrounding jurisdictions to take place within the District of Columbia. As described in Section 708.4 of the Economic Development Element, retail sales are essential to the District's finances. Under such section, retail floor space generates more tax revenue for the City than a comparable amount of housing or office space. That Section states that "[c]ombining retail and residential uses allows the District to capture sales taxes, income taxes, and property taxes, while also reducing retail 'leakage' and providing housing for the local workforce."

6. Urban Design Element

The Project achieves a great deal of the Urban Design Element's policies and goals. It will improve a vacant property within a neglected area of the District through the construction of a high-quality mixed use building, thus achieving Policy UD-1.1.1 (National Image).

As described above, the Project will be thoughtfully designed so that it complements the existing neighborhood context, yet strengthens the visual qualities of its surroundings, in compliance with Policy UD-2.2.1 (Neighborhood Character and Identity). The building will be articulated to break down its mass to better relate to the surrounding apartments and single family homes. Similarly, the Project "avoid[s] overpowering contrasts of scale, height and

density”, in compliance with Policy UD-2.2.7 (Infill Development), since it exploits the topography of the Property to bury much of the proposed building. The Project’s height is in compliance with the underlying zoning’s maximum allowable height of 50 feet.

The Project’s approach to parking is also in accordance with the Urban Design Element’s policies. Specifically, the design of the Project’s parking to be integrated into, under and behind the building complies with Policy UD-2.2.10 (Surface Parking). The Project allows the pedestrian to be the primary actor interfacing with the storefronts and facades of the building since the parking is removed from the streetscape. By so minimizing the visual prominence of the parking structures, the Project is in accordance with Policy UD-2.2.11 (Parking Structures) as well.

In a related vein, the Developer focused on creating an active pedestrian experience along Riggs Road, NE. This streetscape will be lined with commercial store frontage and enhanced with significant public space improvements including landscaping, hardscaping, tree boxes, lighting, public furniture and other similar public amenities. The Project will avoid windowless facades along Riggs Road, NE. At the same time, the Project will also minimize the amount of curb cuts and driveways. As a result, the Project is in compliance with a great deal of the Urban Design Element’s policies, including: Policy UD-3.1.1 (Improving Streetscape Design), Policy UD-3.1.2 (Management of Sidewalk Space), Policy UD-3.1.3 (Streetscape Design and Street Function), Policy UD-3.1.7 (Improving the Street Environment), and Policy UD-3.1.8 (Neighborhood Public Space).

c. Contribution of Project to City and Community Goals and Policies³

The Property is located in Rock Creek East Planning Area and the Fort Totten Metro Station Area Policy Focus Areas. The Project satisfies the goals and policies of those specific areas of the District as described below.

i. Section RCE-1.1: Guiding Growth and Neighborhood Conservation

By creating a high-quality new retail and residential project at the Fort Totten Metrorail station, the Project is consistent with Policy RCE-1.1.1's goal of "Conservation of Low Density Neighborhoods". The Project will maintain, conserve, and enhance the attractive, stable neighborhoods of the Rock Creek East Planning Area. As required under this Policy, the Project's "new development ... [is] attractively designed and [contributes] to the community's positive physical identity." The Project will promote and ensure good quality neighborhoods by increasing housing and retail opportunities. Further, the Project will help attract residents by providing a variety of housing options to current and potential residents of the District while simultaneously improving the aesthetics of its location.

Similarly, the Project satisfies Policy RCE-1.1.2 of "Design Compatibility" since the Project's design respects the scale and densities of adjacent properties, avoids sharp contrasts in height and mass, and maintains and enhances the residential neighborhood around the Fort Totten area.

Clearly, the addition of a significant retail component to the Project achieves Policy RCE-1.1.4's focus on enhancing "Neighborhood Shopping Areas". Under that policy, the Comprehensive Plan encourages the development of multi-use neighborhood shopping and services in areas designated for commercial uses on the Future Land Use Map, such as the

³ As required by 10 DCMR § 2301.3(d)

Moderate Density Commercial designation of the Property. The Project will create an important retail node for the community, with an urban-format Walmart and flanking neighborhood-serving retail, and an active streetscape that will stimulate civic activity and engagement.

By including a residential component, the Project meets Policy RCE-1.1.6's focus on the "Development of New Housing". That policy encourages the development of housing choices in the Rock Creek East Planning Area.

ii. Policy UNE-2.7.1: Policy Focus Areas: Fort Totten Metro Station Area⁴

As a development on land that is underutilized and close to the Fort Totten Metrorail station, the Project is consistent with Policy UNE-2.7.1, which encourages the reuse of "underutilized property in the immediate vicinity of the Fort Totten Metrorail station." The Comprehensive Plan envisions that area as "a 'transit village' combining medium-density housing, ground floor retail, local-serving office space, new parkland and civic uses, and structured parking." Clearly the Project includes a great deal of such preferred uses, and would have the effect of bringing more such uses to the neighborhood and creating such a self-sustaining "transit village".

Further, the Project will achieve Policy UNE-2.7.2 (Traffic Patterns and Pedestrian Safety), which aims to improve pedestrian access to the Fort Totten Metrorail Station, with a particular emphasis on pedestrian and vehicle safety improvements at the South Dakota/Riggs intersection. Clearly the Project will assist to create both a more active, and a safer pedestrian experience on Riggs Road, which will assist pedestrians to travel from the residential areas to the north and northeast of the Property to the Metrorail station for the portion of the sidewalks adjacent to the site.

⁴ Note that the Fort Totten Metro Station Area, as defined in the Comprehensive Plan, is imported from the Upper Northeast Area Element.

IV. Environmental, Traffic and Neighborhood Impacts

a. Environmental Impact

The Project will not create any adverse environmental impacts on the Property, or the adjacent properties and surrounding neighborhood. The Project replaces the previous network of impervious surface parking lots with a sustainability-oriented project design and infrastructure. As part of such updating to the site's infrastructure, the Project will install modern stormwater management and drainage systems including stormwater retention facilities. Given the size of the site, this will be a significant improvement for the water quality of the District of Columbia.

There are existing sanitary sewer, potable water, and storm sewer lines on all streets adjacent to the site. Therefore, it avoids unnecessary public costs such as new services or facilities that would otherwise be required from public agencies.

b. Traffic Impact

The Project will not have an adverse impact on traffic patterns in the surrounding neighborhood. The Developer retained Wells & Associates, Inc., to perform a Transportation Impact Study for the Project, attached hereto as Exhibit E. The Transportation Impact Study concludes that the Project will not have an adverse effect on the surrounding street network. The Developer will utilize the Transportation Impact Study to ensure that the Project does not create traffic problems and that all traffic generated by the site will be adequately accommodated.

The Project will satisfy the requirements for off-street parking spaces required by the Zoning Regulations. The Project will include approximately 775 parking spaces – 400 of such spaces will be located underneath the retail component and 375 of such spaces will be located in a three-level structured parking garage on the north portion of the Property. The parking spaces serving the retail and residential components of the Project will be separately accessed. Pursuant

to §2101.1, the Zoning Regulations only require one (1) parking space for every two (2) apartments, and one (1) parking space for every 300 square feet of retail area beyond the initial 3,000 square feet of such use. The resulting parking requirement is approximately 595 parking spaces. Therefore, the Project will provide adequate parking to meet the needs of the residents and retail customers and will not create any adverse parking impact on the surrounding area.

Loading has been designed to minimize conflicts between loading vehicles and pedestrians and passenger vehicles. It has also been designed to separate the commercial loading from the residential loading areas. Primary loading for the commercial space will be to the northwest portion of the Property and accessed from Riggs Road, NE. The Developer will provide three (3) 72 foot loading berths, one (1) 30 foot loading space, and one (1) 30 foot delivery space to service such retail space. The Developer will provide one (1) 30 foot residential loading berth. Such location of the loading facilities will have the same effect in minimizing disturbance on neighboring parcels – particularly the covered and internal loading for the commercial component.

The project will not have an adverse impact on traffic patterns surrounding the neighborhood with the implementation of a Transportation Management Plan, as described in Exhibit E. The increase in the retail use will be served with the proposed transportation infrastructure plan that includes the existing roadway network, which is currently being upgraded, and nearby mass transit, including the Fort Totten Metrorail station.

c. Neighborhood Impacts

The increased availability of residential units created by this project will benefit the neighborhood by increasing housing options at this well-located site. The Project will add attractive units to the neighborhood while at the same time expanding the tax base by bringing

residents to the District of Columbia, and to Ward 4 in particular. Further, the neighborhood will benefit from significantly greater shopping options once the Project is constructed. The immediate vicinity will be transformed from a “food desert” to a vibrant neighborhood anchored by the mixed use node created by the Project.

The Project has been designed to minimize any detrimental impacts that may arise from the daily retail operations. In addition to the environmental and traffic considerations described above, the proposed Project will not have a negative noise impact on the community. The trash will be placed in enclosed receptacles to address odors. Any noise from emptying the trash bins will be mitigated by their location in the interior of the site.

It should be noted that many of the products and services that the retail component will provide are currently fulfilled by retailers in Maryland and Virginia, which represents a lost opportunity for the District. The introduction of the retail space will bring with it convenience for District residents, employment opportunities, and increased sales tax revenues for the District. It will also consolidate a number of trips currently made by residents and shorten the distance they currently drive to the suburbs, both of which are environmental benefits of the Project.

The building will meet or exceed the standards set forth in the District of Columbia Fire Code, minimizing the burden on the District of Columbia Fire Department in the case of an emergency. This Project will improve the safety of the community by redeveloping a vacant site with an active, vibrant use.

The Developer has attended a series of meetings with the community, including the Lamond-Riggs Citizens Association, and plans to attend meetings with ANC 4B and other interested community members regarding the Project during this process.

V. **Relationship of Project to Riggs Road and South Dakota Area Development Plan**

The Riggs Road and South Dakota Avenue Area Development Plan (“ADP”) proposes four major project visions. Those include (1) establishing a dynamic neighborhood center at Riggs Road and South Dakota Avenue that enhances community character and reactivates the street; (2) attracting development that serves all generations; (3) connecting, activating, and creating new open spaces; and (4) promoting safe access and circulation throughout the neighborhood. The Project accomplishes each of these visions.

a. **Dynamic Neighborhood Center to Enhance Community Character and Reactivate the Street**

The ADP addresses the importance of creating a dynamic neighborhood at Riggs Road and South Dakota Avenue through reinforcing the intersection’s four corners with street activated retail uses. The Project achieves the goal of providing street activated retail uses by introducing street-facing retail into the ground floor of the Project. The Project simultaneously encourages aesthetically consistent development that is compatible in scale and character with the ADP’s concepts and plans for the adjacent corners. Based on both the short term and long term redevelopment designs of the intersection provided in Figure 5.5 of the ADP, the massing and scale of the proposed Project will blend in similar scale and aesthetic.

The ADP further recommends introducing medium density residential and commercial uses or medium mixed uses at opportunity sites. As this site is located at the major intersection that is the focus of the ADP study, the Property’s site is certainly an opportunity site. The transition from vacant land, as it stands today, to an active mixed use development, is directly in line with the proposal and vision of the ADP. The ADP recommends mixed use developments at every opportunity site surrounding the Property.

b. Attracting Development that Serves all Generations

The Project introduces new retail and residences in the neighborhood that will produce more livable spaces that can help produce a lively and multi-generational neighborhood. The Project site is currently vacant and therefore presents an opportunity to improve the use of the location in order to serve all components of the community. The Project will increase the quantity and quality of employment opportunities. The Project will ensure the economic development of the neighborhood, which will benefit all generations within the area. Furthermore, the retail will enable easier access to meet the basic needs of people who live in the surrounding area. The Project will also allow the neighborhood to be better positioned to foster developments that will serve all generations.

c. Connecting, Activating, and Creating new Open Spaces

The ADP states that its goal for future developments is to create a visually strong corner with an aesthetically unified massing and street-facing retail around the intersection. The Project is designed to enhance the appearance and the character of the neighborhood, which is comprised of an eclectic mix of uses and designs. The Project introduces a visual identity into the site to help produce a continuity of interesting store fronts and streetscape elements. According to the ADP, the Project's form of design encourages safe, accessible, and multifunctional spaces. The Project will update formerly non-descript and inefficient commercial buildings with one cohesive and vibrant design.

The Project introduces extensive pedestrian access with a welcoming and vibrant streetscape. The Project will meet the goal of the ADP by increasing the network of area's pedestrian footpaths, which will improve the walkability of the neighborhood. The ADP focuses on fostering transit oriented development which is achieved by the Project by better connecting the Property to the network of footpaths surrounding the Property.

The ADP explains that residential and commercial/retail land uses often harmoniously coexist, and can provide convenient access to everyday resources within local neighborhoods. It continues to explain that this form of development is most successful when located within walking distance of patrons and to avoid creating excess traffic, congestion, or noise. In a related vein, the Project introduces a significant amount of new housing and retail space near a Metro stop without removing any usable open space in the area.

d. Promoting Safe Access and Circulation Throughout the Neighborhood

In addition, the Project will replace the pockets of vacant property, to produce a more cohesive neighborhood surrounding the intersection to build a positive visual character. The current condition of the Property contributes to a general feeling of neglect. According to the ADP, the more well maintained an area, the less tolerance for disorder. As such, by introducing a vibrant, active, well maintained, and accessible development, the safety and order of the neighborhood will be preserved and enhanced.

Furthermore, the Project introduces residential and retail opportunities without encouraging further street parking that leads to congestion. To address these issues, the ADP encourages underground parking to reduce the volume of parking structures in the project area. The Project introduces approximately 775 parking spots onto the site. Furthermore, with the introduction of the new retail uses, the neighborhood residents will be able to reduce dependence on vehicles and access more of their daily needs within a walkable proximity.

VI. List of Exhibits

- A. Site, Building, and Zoning Plans; Elevations**
- B. Application Form**
- C. Authorization Letter**
- D. Excerpt of Zoning Map**

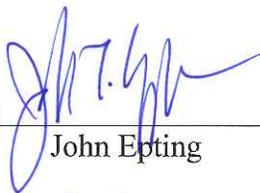
- E. **Transportation Impact Study**
- F. **Zoning Tabulation Chart**
- G. **Zoning Administrator Determination Letter, with attachment**
- H. **Comprehensive Plan Maps**

IV. Conclusion

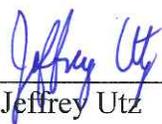
For the reasons stated herein, the Property and the proposed Project meet the requirements for obtaining Large Tract Review approval. Please feel free to call us at 202-721-1108 or 202-721-1132, with questions or requests for additional information. Thank you.

Respectfully Submitted,

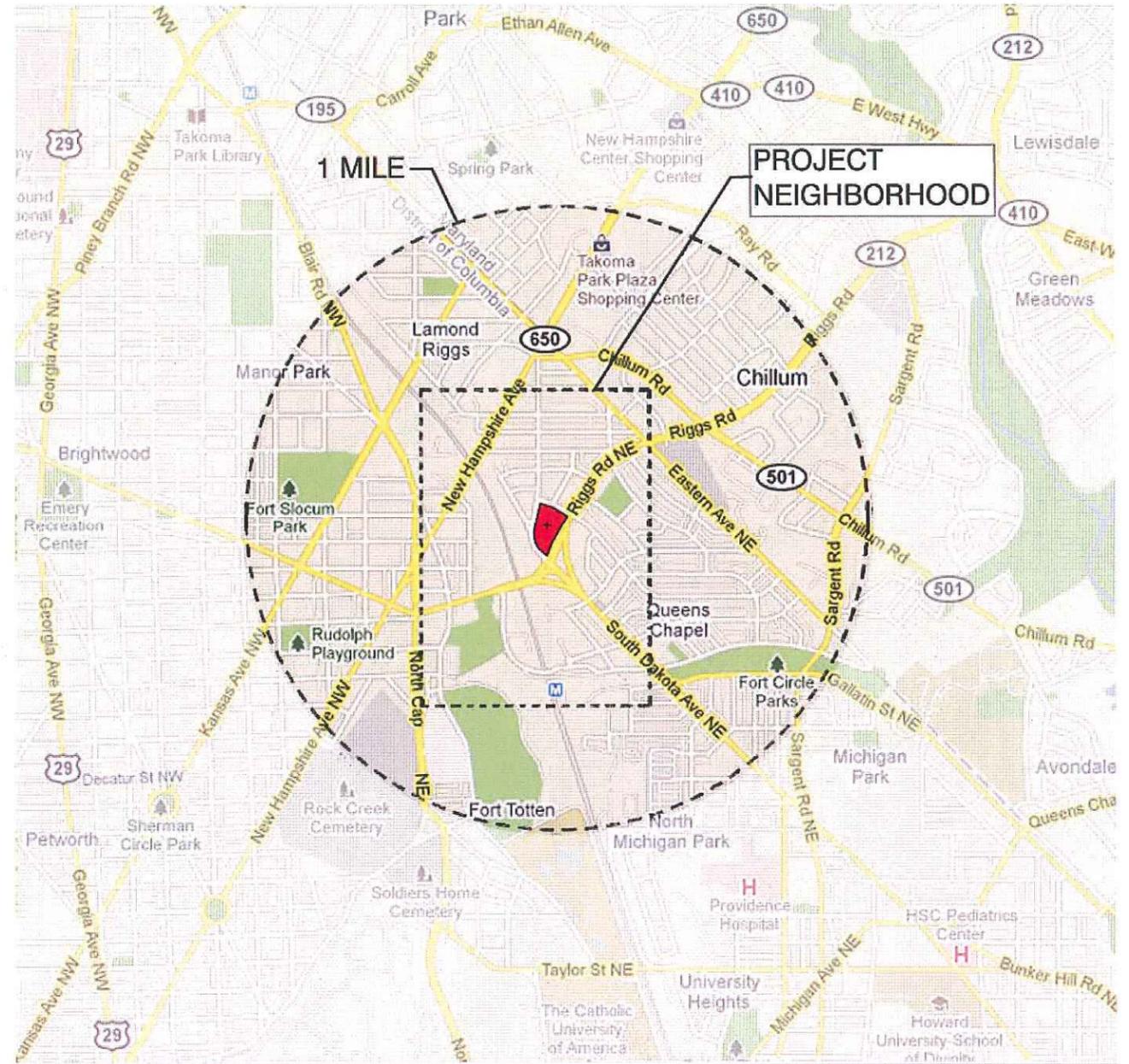
GOULSTON & STORRS, P.C.

By: 

John Epting

By: 

Jeffrey Utz



NEIGHBORHOOD MAP
VICINITY MAPS

CITY MAP

Ward: 4							
ANC: 4B							
Square: 3748							
Lot(s): 52							
Lot Area (SF): 201,274 SF		Regs					
	Zone: C-2-A	700	REQUIRED/MAX/MIN:	PROPOSED: RETAIL	VARIANCE/Sp. Ex.	PROPOSED: RESIDENTIAL	VARIANCE/Sp. Ex.
Height	50'-0"	770	50'-0"	22'-6"	no	50'-0"	no
F.A.R.	Residential = 2.5	771	Res. = 503,188 FAR SF (2.5)	0.41	no	1.90	no
	Commercial = 1.5		Comm. = 301,913 FAR SF (1.5)	P1 = 0 FAR SF		M (RES) = 21,099 FAR SF	
	TOTAL = 2.5		MAX = 503,188 FAR SF (2.5)	GROUND = 82,014 FAR SF		R1 = 107,085 FAR SF	
				M (RETAIL) = 0 FAR SF		R2 = 83,329 FAR SF	
						R3 = 86,356 FAR SF	
						R4 = 84,561 FAR SF	
				TOTAL = 82,014 FAR SF		TOTAL = 382,430 FAR SF	
				GRAND TOTAL = 464,444 FAR SF			
				TOTAL SITE FAR = 2.31			
Lot Occupancy	100% Commercial	772	100% Commercial	90.7%	no	-	NA
	60% Residential		60% Residential	-	NA	57.70%	no
Rear Yard	15'-0"	774.1	15'-0"	15'-0"	no	15'-0"	no
	Exception - corner lot/thru lot	774.11	(measured from 3rd Street	(measured from 3rd Street		(measured from 3rd Street	
	measure from centerline		centerline)	centerline)		centerline)	
	of street abutting lot						
Side Yards	none	775.5	0'	0'	no	0'	no
	(none required)						
Parking Req's		2100					
Retail 1 (Anchor)	(+3,000sf) 1 per 300sf		390 spaces (approx)	400 spaces (approx)	no	NA	NA
Retail 2 (FTN)	1 per 300sf		30 spaces (approx)	50 spaces (approx)	no	NA	NA
			Subtotal = 420 spaces (approx)	Subtotal = 450 spaces (approx)	no	NA	NA
Residential	1 per 2 units (approx 350 Units)		175 spaces (approx)	NA	NA	325 spaces (approx)	no
Res. Loading		2200					
Loading Berth	1 @ 55 ft deep		1 @ 55 ft deep	NA	NA	1 @ 30 ft	YES
Platform	1 @ 200sf		1 @ 200sf	NA	NA	1 @ 200sf	no
Delivery Space	1 @ 20' deep		1 @ 20' deep	NA	NA	1 @ 20' deep	no
Retail Loading	(General Retail > 100k SF)	2200					
Loading Berth	1 @ 30 ft / 2 @ 55 ft		1 @ 30 ft / 2 @ 55 ft	2 @ 30 ft / 3 @ 55 ft	no	NA	NA
Platform	1 @ 100sf / 2 @ 200sf		1 @ 100sf / 2 @ 200sf	2 @ 100sf / 3 @ 200sf	no	NA	NA
Delivery Space	1 @ 20' deep		1 @ 20' deep	1 @ 20' deep	no	NA	NA
Bicycle Parking		(draft)					
Retail (1 & 2) (Long-term)	1 per 10,000 GSF		13 spaces (approx)				
Retail (1 & 2) (Short-term)	1 per 2,500 GSF		52 spaces (approx)				
			Subtotal = 65 spaces (approx)	65 spaces (approx)	no	NA	NA
Residential (Long-term)	1 per 3,000 GSF		115 spaces (approx)				
Residential (Short-term)	1 per 20,000 GSF		17 spaces (approx)				
			Subtotal = 132 spaces (approx)	NA	NA	132 spaces (approx)	no

ZONING ANALYSIS



PERSPECTIVE INTERSECTION OF RIGGS ROAD AND 3RD STREET, NE

(For illustrative purposes only)



PERSPECTIVE 3RD STREET RESIDENTIAL ENTRY COURT

(For illustrative purposes only)

Project
Fort Totten Square
Washington, DC

Client
Fort Totten North, LLC

Project Phase
Large Tract Review

Scale
N/A

Date
February 8, 2012

A-14

